

County

THE PLYMOUTH BANNER.

"THE STAR-SPANGLED BANNER, LONG MAY IT WAVE, O'er THE LAND OF THE FREE AND THE HOME OF THE BRAVE."

A Family Newspaper, Devoted to Education, Morals, Science, Agriculture, Commerce, Politics, Markets, General Intelligence, Foreign and Domestic News.

Volume 2.—Number 24.

Plymouth, Marshall County, Indiana, Thursday, August 18, 1853.

Whole Number 76.

The State of Indiana, } Sec.

Notice to Jesse Swisher.
The said Jesse Swisher being a non-resident of said county, and the owner of the west half of the south-east quarter of section thirty-four, in township thirty-four north, of range one east, in said county, is hereby notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land a distance of 19.94 chains; said line entering said section on the east line of said section 24.69 chains north of the south-east corner, and passing across said section in a straight line (including said tract) to the west line of said section; and out at a point 38.05 chains south of the north-west corner; the same being marked by station stakes, be said distances as above stated, more or less.

That the Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land to construct, repair, and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

The Fort Wayne and Chicago Railroad Company.
By C. H. REEVE, Att'y for the Company.
August 11, 1853. 23:3.

State of Indiana, } Sec.

Notice to Andrew R. Reed.
The said Andrew R. Reed being a non-resident of said county, and the owner of the east half of the south-west quarter of section seven, in township thirty-three north, of range three east, in said county, is hereby notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land a distance of 20.51-100 chains; said line entering said section on the east line, at a point 3.90-00 chains north of the south-east corner, passing in a straight line across said section, including the said tract, to, and out at a point on the west line of said section, 29-7-100 chains north of the south-west corner; said centre line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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By C. H. REEVE, Att'y for the Company.
August 11, 1853. 23:3.

State of Indiana, } Sec.

Notice to John Maple.
The said John Maple being a non-resident of said county, and the owner of the east half of the south-east quarter of section twenty-eight, in township thirty-three north, of range four east, in said county, is hereby notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land, a distance of 20.7-100 chains; said centre line entering said section on the east line of said section, 30-70-100 chains north of the south-east corner, passing in a straight line across said section, including said tract, to, and out at a point on the west line of said section, 29-1-100 chains south of the north-west corner of said section. Said centre line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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August 11, 1853. 23:3.

State of Indiana, } Sec.

Notice to Jacob Hittle.
The said Jacob Hittle being a non-resident of said county, and the owner of the north half of the north-east quarter of section twenty-three, in township thirty-three north, of range three east, in said county, is hereby notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land, a distance of 41.3-100 chains; said line entering said section on the east line 13.9-100 chains south of the north-east corner, passing across said section in a straight line, including said tract, to, and out at a point on the north line of said section 21-63-100 chains east of the north-west corner of said section. Said centre line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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purposes; to have and to hold the same as long as required for the uses of said Road. The said location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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August 11, 1853. 23:3.

STATE OF INDIANA, } Sec.

NOTICE to J. M. Watson, whose given name is unknown:
The said J. M. Watson being a non-resident of said county and the owner of the south part of the west half of the south-east quarter of section nineteen, in township thirty-three north, of range four east, in said county, is hereby notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land, a distance of 21.26-100 chains; said centre line entering said section on the east line of said section 5.71-100 chains north of the south-east corner, passing across said section, in a straight line, including said tract, to the west line of said section, and out at a point 25-12-100 chains north of the south-west corner of said section. Said centre line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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STATE OF INDIANA, } Sec.

Notice to William G. Ewing, and George W. Ewing, being non-residents of said county, and the owners of the North part of the South-East quarter (east of the Michigan Road) of Michigan Road Section 13, in said county, are notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land a distance of 60.54 chains; said centre line entering said section on the East line 25.27 chains north of the South-East corner, passing across said tract in a straight line to the East side of the Michigan Road, at a point 41.70 chains from the south-west corner of said tract, following the angle of said Michigan Road, said centre line being marked by station stakes, be said distances as above stated, more or less.

That the Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract, for the width and space of fifty feet on each side of said centre line, with the right of way over said land to construct, repair, and maintain said Road, make drains and aqueducts, take materials (except timber) within said space of fifty feet, with all the privileges granted by law, in as ample a manner as required for said purposes; to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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STATE OF INDIANA, } Sec.

Notice to Fanny Humphrey, or Cyrus Ingersoll and Fanny Ingersoll.—The said Fanny Humphrey, or Cyrus Ingersoll and Fanny Ingersoll, being non-residents of said county, and the owners of the North-East quarter of Section 1, in Township 33, north, of Range 1 East, in said county, are notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land, a distance of 40.66 chains; said centre line entering said section on the east line of said section, 12.85 chains south of the north-east corner, and passing across said section in a straight line, (including said tract) to the north line of said section, and out at a point 24.55 chains east of the north-west corner; the same being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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said Road through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair, and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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STATE OF INDIANA, } Sec.

NOTICE to James Leadman, being a non-resident of said county, and the owner of the north-west quarter of section twelve, in township thirty-three north, of range two east, in said county, is hereby notified that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land a distance of 40.83-100 chains; said centre line entering said section on the east line 29-75-100 chains north of the south-east corner, passing across said section (including said tract) in a straight line, to the west line of said section, and out at a point 23-50-100 chains south of the north-west corner of said section; said centre line being marked by station stakes, be said distances as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair, and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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STATE OF INDIANA, } Sec.

NOTICE to Sarah Leach, being a non-resident of said county, and the owner of the west half of the south-west quarter, of section thirty-five, in township thirty-four, north, of Range one east, in said county, is notified, that the centre line of the Fort Wayne and Chicago Railroad crosses said tract of land a distance of 20.51-100 chains; said centre line entering said section on the east line, at a point 6.075-100 chains north of the south-east corner, passing in a straight line across said section (including said tract) to the west line of said section, and out at a point on the west line 21.69-100 chains, north of the south-west corner of said section; said centre line being marked by station stakes, be said distances, as above stated, more or less.

That the said Fort Wayne and Chicago Railroad Company desire and intend to appropriate the right of way for their said Railroad through said tract of land, for the width and space of fifty feet on each side of said centre line, with the right of way over said land, to construct, repair and maintain said Road, make drains and aqueducts, take materials (except timber) within the said space of fifty feet, with all the privileges granted by law, in as full and ample a manner as may be required for said purposes; to have and to hold the same as long as required for the uses of said Road. The location of which line as now made on said tract, is fully shown by a map and profile, as also a declaration in this behalf, on file in the office of the Clerk of the Marshall Circuit Court in said county.

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A Fine lot of Jewelry & Watches

For sale by H. B. PERSHING.

Positively the best Sugar House SYRUP in town for sale at PACKARD & Co's. 18

July 7, 1853.

BRAINARD & CRANE, RESIDENT DENTISTS, SOUTH BEND, IND.

Office on Michigan street, half a block south of the American House, and nearly opposite the Post Office.

July 7, 1853. 185.

THE BANNER.

WM. J. BURNS, Editor & Proprietor.

PUNCTUALITY.

There has been much said, written and published, mostly for the purpose of instilling into the youthful mind, the great importance of being prompt—of meeting payments in business transactions to the very letter—of meeting other engagements and promises punctually at the time and place designated, and of accomplishing a piece of work and having it ready for delivery at the precise time agreed upon.

Punctuality is a noble and commendable trait. Who does not dislike disappointment? The failure of one to meet his engagements, is often the cause of a dozen failures, and some of them probably creating suffering, penury, bankruptcy and want—all too, chargeable to the first aggressor.

The publisher of the daily or weekly paper promises its regular appearance each day or week, and with its issue, it is generally considered that its proprietor is under pledges and promises to give a correct account of all the railroad accidents, murders, riots, wars and rumors of wars, deaths, marriages, and every thing new in the political world—elections, foreign and domestic markets—what the President and Congress have done and intend to do; and in all this to please every body. Should he fail to give his advertisements ordered by courts, their requisite number of insertions, and in proper season, parties litigant are disappointed and damaged to the tune of twenty or thirty dollars in costs. In all this and many other things punctuality is expected. The publisher, therefore, has a daily or weekly payment to meet, and it is not whether he has time, or is in good health, or in plenty of funds to defray his incidental expenses of ink, paper, fire wood, corn dodger and baby coats, but thousands are depending upon the fulfillment of his promise, and it must be promptly met. It is not one only that suffers disappointment in the event of his failing. The Editor might suffer the blame, the sneers and the curses of one, and still survive the shock; but when his entire host of subscribers all get down upon him he is in rather a bad streak for sympathy.

Upon the other hand, subscribers promise to patronize and sustain his paper, and upon this he depends. Then, readers, fulfill your engagements, and thus enable your printer to promptly meet his.

GEN. LANE.—Our readers are doubtless aware that soon after Gen. Lane reached Oregon as its newly appointed Governor by President Pierce, he resigned his post and became a candidate for Congress. He has been elected by some 1,500 or 2,000 votes. Travelling at governmental expense is a very easy way of getting about, and seems to agree very well with the General's health.

ON THIS SIDE.—The first Locomotive crossed the Wabash River on the 3d inst., on the Railroad bridge erected by the New Albany and Michigan City Railroad Company, about four miles above Lafayette.

CORN.—One of our cute one's the other day, upon hearing that corn was selling in New Albany, at sixty cents per bushel, remarked that it was selling in this place at about \$3.00 per bushel, and green at that.

LUXURIES IN KENTUCKY IN OLD TIMES.—Whisky and salt were expensive luxuries in the west in 1756. The price of whisky was fixed by law at \$30 the pint, & hotel keepers charged \$12 for a breakfast, and \$6 for a bed. Two bushels of salt were valued at £450. These were the prices when payment was made in the depreciated continental currency. The first newspaper was published in Kentucky in 1787, at Lexington, and the first in Louisville in 1807.

Those were the times when it was quite customary to estimate a man's services by the salt he used in his victuals. Unless he was an incessant laborer, he couldn't earn his salt.

The yellow fever is prevailing to an alarming extent in New Orleans, and in a very malignant form. For the week ending 27th of July, 489 deaths were officially reported.

"What do you feed your horse, now— I see you have no corn?"

"Ha?"

"What do you give your horse?"

"Ha?"

"What do you feed your horse, now?"

"Ha—HA—I told you."

OBITUARY.

The Maine Liquor Law was adopted by a popular vote in Michigan on the 20th. Whereupon the Detroit Tribune publishes the following:

DIED.—On the 20th inst., Peter C. Brandy, Esq., of dropsy. This event is not altogether unexpected, as the departed had been afflicted with the disease which caused his death, for a long time. Of late, the quantity of water accumulating in his system was immense, and he had been tapped by his physicians several times, but without effect. He had a large number of doctors, and some of them are mean enough to say that that hastened his decease. His loss will be sensibly felt by his many friends who were accustomed to see him daily in our streets.

Also on the same day, R. G. Brandy, Esq. He took a large quantity of poison (by mistake it is supposed,) several years ago. No bad effects were realized at first, but for a few years past it has been spreading through his system, and has finally caused his death. It is to be hoped that his death will be a warning to those who have been in the habit of taking poison for a medicine.

Also, on the same day, H. Gin, Esq. The deceased was a member of the Brandy family, and a relative by marriage. He was a native of Holland, and fled to the United States several years ago, in consequence of having been actively engaged in one of the revolutions that characterized that country. He was pursued by the police, but secreted himself in a cask, and landed safely in New York. Since then, many of his family have made their escape in the same manner. He left a large family of children, most of whom were born in this country, but we are sorry to say are not characterized by any of the traits of their distinguished father.

Also, on the same day, Rye, Whiskey, Esq. Mr. W. was one of the first settlers of Michigan. In early life, he was an industrious, hard-working man. He has done much to build up our railroads and public works, and could always be found in the harvest fields early and late. Some few of our farmers thought they could not harvest their wheat unless Mr. W. was with them to cheer up their hands. How they will manage since his death, we are unable to say. It may lead to disastrous results, and it is feared by some that our farmers may cease to grow wheat, which would inevitably raise the price of flour.

Of late years, however, Mr. W. had grown shiftless, noisy and quarrelsome, and any neighborhood he visited was sure to be the scene of disturbance of every nature. The too frequent occurrence of street fights got up by Mr. W., was the ultimate cause of his death. He was killed by a blow on the head with a ballot-box in broad daylight. The perpetrators of the deed are not fully known, but suspicion rests upon two men whose names we believe are Mr. Law and Mr. Order. Several men from the Free Press office are on the watch, and ere this no doubt, they have apprehended them.

It is seldom we have to announce the death of an entire family thus swept away at one fell swoop. They were all men well known in our State, and have acted in many public capacities; some of them have been members of every Legislature since our organization as a State. In primary meetings and caucuses, they have succeeded in nominating their own friends to office, and afterwards in electing them. There is hardly an officer in the State but who owes them his election.

At the request of the friends of the deceased, their remains will not be interred until December next.

SELF EDUCATION.—We all of us have two educations, one of which we receive from others; another and the most valuable which we give ourselves. It is this last which fixes our grade in society, and eventually our actual value in this life, and, perhaps the color of our fate hereafter. All the professors and teachers in the world would not make you a wise & good man without your own co-operation; and if such you are determined to be, the want of them will not prevent it.

An enthusiastic young gentleman resolved to gain a reputation as a poet, and immortalized himself by his first subject, the "Thunder Storm;" and commenced in the following beautiful style:

"The thunder rolled from pole to pole, The lightning spread from sky to sky, And the cattle stuck up their tails and ran."

Here our aspiring poet became so exhausted that he fainted.

Military Organization.

For the following list of Regimental Officers of the Ninth Brigade, we are indebted to the State Sentinel:

First Regiment, Laporte county.—Colonel, John C. Walker; Lieut. Colonel, William E. Bowes; Major, A. A. Whitlock.

Second Regiment, Porter county.—Colonel, Lewis A. Cass; Lieut. Colonel, Harvey E. Woodruff; Major, Azariah Freeman.

Third Regiment, Lake county.—Colonel, Joseph P. Smith; Lieut. Colonel, John Wheeler; Major, Joseph Vorhulst.

Fourth Regiment, St. Joseph county.—Colonel, Harrison Brown; Lieut. Colonel, John Smith; Major, Alexander Fowler.

Fifth Regiment, Marshall county.—Colonel, Rufus Brown; Lieut. Colonel, Hugh B. Dickson; Major, Charles H. Reeve.

Sixth Regiment, Starke county.—Colonel, Eli Brown; Lieut. Colonel, William Jackson; Major, Charles S. Tibbits.

Seventh Regiment, Jasper county.—Colonel, Geo. W. Spiller; Lieut. Colonel, James Freeman; Major, Francis Grant.

Eighth Regiment, Fulton county.—Colonel, Daniel R. Pershing; Lieut. Colonel, Jacob Reutz; Major, Finley Stephens.

Ninth Regiment, Pulaski county.—Colonel, F. B. Thomas; Lieut. Colonel, Henry P. Rowan; Major, Hiram Nicol.

Tenth Regiment, White county.—Colonel, David Turpie; Lieut. Colonel, Wm. R. Davis; Major, Liberty H. Burns.

Eleventh Regiment, Benton county.—Colonel, H. T. Howard; Lieut. Colonel, Jacob Benedict; Major, James Emerson.

Twelfth Regiment, Miami county.—Colonel, John M. Wilson; Lieut. Colonel, Coleman Hinton; Major, David G. Dryden.

Thirteenth Regiment, Cass county.—Colonel, Newton G. Scott; Lieut. Colonel, William L. Brown; Major, Samuel L. McFadden.

GOOD AND BAD NEWS.—The news of a defeat killed Philip V. Calico, Diogenes and Sophocles, died of joy at the Grecian games.

The door-keeper of Congress expired on hearing of the surrender of Cornwallis.

One of the Popes died of an emotion of the ludicrous, on seeing his monkey robed in pontificals and occupying the chair of State.

Lagrange, the young Parisian, died when he heard that the musical prize for which he had competed, was adjudged to another.

Eminent public speakers have often died in the midst of an impassioned burst of eloquence, or when the deep emotions that produced it, had suddenly subsided.

Muly Maloch was carried upon the field of battle in the last stages of an incurable disease; upon seeing his army give way, he rallied his panic stricken troops, rolled back the tide of battle, shouted victory, and died.

The case of Hill, in New York, is fresh in the memory of all; he was apprehended for theft, taken before the police, and though in perfect health, mental agony forced the blood from his nostrils, and he was carried out dead.

AN INDIAN JOKE.—In the time of Indian troubles, a friendly Indian visited the home of Governor Jenks, in Rhode Island, when the Governor took occasion to request him, if any strange Indian came to his wigwam, to let him know it. This the Indian promised to do, and the governor told him that when he should do so, he would give him a mug of flip. Some time after, the Indian came again, and on meeting the governor, said:

"Well, Mr. Governor, strange Indian come to my house last night."

"Ah!" said the governor, "What did he say?"

"He did not speak," replied the Indian.

"What! not speak at all?" inquired the governor.

"He did not speak at all," said his excellency, and inquired if he were there still. Being told he was, the governor ordered the promised mug of flip. When about to depart, he mildly said, "Mr. Governor, my squaw have child last night," and the governor finding that the strange Indian was a new born papoose was glad to find there was no cause of alarm.

On Rochester, New York, on Saturday of last week, a woman with a small child in a carriage was driving across the railroad track, in Goodman street, when, just as the fore wheels passed the first rail, both of the shafts became detached from the vehicle, leaving it standing on the track. At this period of time, the Lightning train was not more than sixty rods from the vehicle, and the destruction of the woman and child seemed inevitable, when a gentleman who was fortunately passing, grasped the carriage and succeeded in pulling it from the track, just in time to clear the engine.